

FINAL MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
JOINT MEETING OF MAG BICYCLE AND PEDESTRIAN COMMITTEE
AND MAG TRANSIT COMMITTEE

June 20, 2017 - 1:00 p.m.
Maricopa Association of Governments; Saguaro Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

BICYCLE AND PEDESTRIAN COMMITTEE MEMBERS ATTENDING

Jim Hash, Mesa, Chair of Bicycle and Pedestrian Committee	# Mike Gillespie, Litchfield Park (EPSG)
Jose Macias, El Mirage, Vice-Chair of Bicycle and Pedestrian Committee	* Ryan Wozniak, Maricopa
* Michael Sanders, ADOT	Reed Kempton, MCDOT
Larry Kirch for Stephanie Bubenheim, Apache Junction	Randy Proch for Brandon Forrey, Peoria
# Ken Galica, Avondale	Katherine Coles, Phoenix
Lyle Begiebing for Phil Reimer, Buckeye	Sarah Mertins, Queen Creek
Stacy Bridge-Denzak, Carefree	Susan Conklu, Scottsdale
# Ian Cordwell, Cave Creek	Stephen Chang, Surprise
# Anne Marie Riley for Jason Crampton, Chandler	# Eric Iwersen, Tempe
# Kristin Myers, Gilbert	Amanda Luecker, Valley Metro
Stephanie Stearns, Glendale	* Robert Carmona, Wickenburg
Steve Careccia, Goodyear	* Grant Anderson, Youngtown
Kelly LaRosa, FHWA-Arizona	Tiffany Halperin, American Society of Landscape Architects
	# Bob Beane, Coalition of Arizona Bicyclists

* Members neither present nor represented by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

OTHERS PRESENT

Transit Committee Members
ADOT: Jill Dusenberry
Avondale: Kristen Taylor, Vice Chair
#Buckeye: Andrea Marquez
Chandler: Jason Crampton
*El Mirage: Vacant
*Florence: Jess Knudson
#Gila River Indian Community, Deb Brunner
Glendale: Kevin Link
Goodyear: Christine McMurdy
#Maricopa: David Maestas
Mesa: Jodi Sorrell
*Paradise Valley: Jeremy Knapp
Peoria: Stuart Kent
Phoenix: Maria Hyatt, Chair

*Queen Creek: Vacant
Scottsdale: Gregory P. Davies
Surprise: Martín Lucero
#Tempe: Robert Yabes
*Tolleson: Vacant
Valley Metro: Abhishek Dayal

Others

Justin Azevedo, Coffman Studio
Sean Banda, Buckeye
Lyle Begiebing, Buckeye
Joe Bowar, Phoenix
Jason Cleghorn, Peoria
Mike Cynecki, Lee Engineering
Phyllis Davis, Jacobs
Suzanne Day, Valley Metro
John Federico, VMAAC

Gilbert Flores, Wendel Companies
 Dawn Fortuna, Rick Engineering
 Dr. Andrew Fraser, ASU
 Marta H. Gerber, Michael Baker
 Jason Harrington, HP+Design
 Chris Hoehne, ASU
 Bryan Hughes, Florence
 Dana Kennedy, AARP
 Larry Kind, Apache Junction
 Yung Koprowski, Y2K Engineering
 Caryn Logan-Heaps, B and B Landscape
 Jeff Martin, Chandler - Mesa
 Wendy Miller, Phoenix
 Megan Neal, Phoenix
 Lisa Oz-Golden, MCDPH

Joe Perez, Phoenix
 Christine Quitans, Plan-et Communities
 Brian Sager, Norris Design
 ViVi Somphon, CivTech
 Vanessa Spartan, Wilson & Co.
 Kenneth Steel, MCDPH
 Bruce Weber, Sole Images
 Vamshi Yellisetty, Jacobs
 Ray Yparraguirre, Kimley-Horn
 Jason Stephens, MAG
 Audra Koester Thomas, MAG
 Marc Pearsall, MAG
 DeDe Gaisthea, MAG
 Teri Kennedy, MAG

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 Chandler: Jason Crampton
 *El Mirage: Vacant
 *Florence: Jess Knudson
 #Gila River Indian Community, Deb Brunner
 Gilbert: Kristin Myers
 Glendale: Kevin Link
 Goodyear: Christine McMurdy
 #Maricopa: David Maestas
 Maricopa County DOT: Reed Kempton

Mesa: Jodi Sorrell
 *Paradise Valley: Jeremy Knapp
 Peoria: Stuart Kent
 Phoenix: Maria Hyatt, Chair
 *Queen Creek: Vacant
 Scottsdale: Gregory P. Davies
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1. Call to Order

The joint meeting was called to order at 1:05 p.m. by Bicycle and Pedestrian Committee Chair Jim Hash. He welcomed everyone in attendance, and thanked Transit Committee Vice Chair Kristen Taylor of Avondale and Audra Koester Thomas of MAG for preparing the meeting. He announced that quorums for both the MAG Bicycle and Pedestrian Committee and the MAG Transit Committee were present. He asked if there were any further comments, and hearing none, proceeded to the next item on the agenda.

2. Call to the Audience

Chair Hash noted that he had received one card for the public to address the joint committee meeting. He then invited Dana Kennedy of the American Association of Retired Persons (AARP) to discuss a new grant opportunity being presented to the public by the organization. Ms. Kennedy then explained the purpose of the new AARP Community Challenge Grants, which she added was to make communities livable for people of all ages. AARP was spearheading this Community Challenge to fund projects structured as “actions to demonstrate community change” and to help build momentum in communities to improve livability for all residents.

She continued by stating that the program was open to the following types of organizations located in the project community: 501(C)(3) and 501(C)(4) non-profits as well as government entities, with a total of \$500,000 available nationwide for this inaugural initiative. She noted that all applications must be submitted directly through the web link AARP.org/CommunityChallenge and that AARP was currently soliciting applications for project funding, with applications due July 15, 2017. She concluded by advising that all projects must be completed by November 1, 2017.

Chair Hash thanked Ms. Kennedy and noted that he had not received any additional requests to speak cards from the audience and moved onto the next item on the agenda.

3. Transit Planning Project Manager’s Greeting

Chair Hash then introduced the MAG Transit Planning Project Manager, Audra Koester Thomas. She welcomed everyone to the first joint meeting of the Bicycle and Pedestrian Committee and Transit Committee. She added that the meeting was an idea requested by Transit Chair Maria Hyatt, and that staff had also been discussing this potential opportunity for some time.

She began by advising of a new FY 2016 and FY2017 FTA Section 5307/5339 Notice of Funding Availability. She noted that as our Transit partners already know, the Arizona Department of Transportation (ADOT) Multimodal Planning Division had announced the availability of Federal Transit Administration grant funding financial assistance for FFY 2016 Apportionment and 2017 Partial Apportionment. The programs were available for transit capital and operating assistance, and the purchase of bus and bus related capital projects, limited to small Urbanized Areas (UZA). She noted that the applications were due to ADOT by July 25, 2017. MAG and City of Phoenix staff would apply for funding on behalf of the Avondale/Goodyear UZA for replacement vehicles that had exceeded their useful life. The request would be for one (1) articulated bus and two (2) standard 40’ vehicles. A further update would be provided at July’s Transit Committee meeting.

Ms. Koester Thomas then welcomed Jess Knudson, a new Transit Committee member from the Town of Florence. She stated that the Regional Transit Framework Study Update was scheduled for a tentative meeting date of July 20th where discussion would focus on evaluation criteria. She also explained that the Achieving Transit Accessibility Now (ATAN) funding opportunity workshop was scheduled to immediately follow the joint meeting.

She then further summarized the premise of the day's joint meeting, in that the Bicycle and Pedestrian Committee and Transit Committee had many shared concerns and priorities. Specifically, the ATAN – an effort that would combine previous stand-alone pedestrian and bicycle plans and include connectivity with transit in order to more holistically address mobility and devising a happy, healthy region for all. She then explained the transit stop improvements – the region's funding set-aside for facilitating accessibility improvements at transit stops was a first step in addressing a need within our region, while responding to public comments MAG had been receiving for years. She noted that Bicycle and Pedestrian committee members may find interest in staying for the day's workshop, as collaborative project planning makes sense for the region's communities.

Ms. Koester Thomas then advised on Happy City – an effort facilitated last month (May) that was a partnership with LISC Phoenix to bring urbanist and best-selling author Charles Montgomery to Phoenix for a week long visit, including a presentation to Regional Council where several mayors and tribal leadership showed interest in moving the conversation into local planning efforts. She thanked those who participated in various components of that week and advised to let MAG know how staff may provide further assistance to the region's communities.

She observed that a take-away was the great feedback on the multi disciplinary approach: engineers, artists, developers, public health experts, academics sitting at the same table. She concluded that ultimately, all this technical work was leading to conversations for the next generation of transportation investments that will be codified within the next Regional Transportation Plan, an effort called Imagine. This effort was intended to pivot from a modal-focus document to a more integrated approach to focus on “people” and use the public's values to inform how multimodal transportation investments contribute to the prosperity of this region for future generations.

Mr. Jason Stephens of MAG then inquired on the need for interested volunteers for the Bicycle Design Assistance and Master Plan On Call. Mr. Jim Hash, Ms. Katherine Coles, Ms. Susan Conklu and Ms. Amanda Luecker responded in the affirmative for the July 11, 2017 meeting. Ms. Koester Thomas added that at the end of today's meeting, the attendees would have time to reflect and discuss how future meetings unfold. She added that while MAG anticipated to hold this joint meeting annually, the staff was interested in hearing thoughts on how best to collaborate.

Chair Hash thanked Ms. Koester Thomas and Mr. Stephens for their reports and asked if there were further questions or comments. Hearing none, Chair Hash then proceeded to the next item on the agenda.

4. ASU Transit Stop & Heat Exposure Presentation

Chair Hash then introduced Dr. Andrew Fraser and Mr. Christopher Hoehne of ASU to present on the Arizona State University Transit Stop & Heat Exposure item.

Dr. Fraser began by highlighting past and ongoing research by the Resilient Infrastructure Lab at Arizona State University. He said the efforts were to better understand the interface between transportation systems, system users, and extreme heat in Maricopa County. The project was to

assess public transit and heat in Tempe, as well as the implications of Valley Metro's schedule and route design on heat exposure for transit riders, and an ongoing project to assess how pedestrians are exposed to heat throughout the course of their daily activities. He then referred to the presentation and focused on the Mobility and Heat Exposure: a Travel Behavior and Infrastructure Urban Infrastructure Anatomy class project from spring 2017.

He briefed the attendees on the Tempe shade level and ridership - where three sample locations were cited within various neighborhoods in Tempe. He also focused on materials & shade effects - where the daily high air temperature was tabulated at 90°F (cross section of bus shelter). He then explained some of the class project takeaways: The Tempe bus stops with high daily ridership had better cooling amenities (shade, greenery); Some transit users may not change behavior during extreme heat and walk + wait for over 20 minutes, and they observed material surface temperature varied by 55°F; and materials, shading, and greenery surrounding stops greatly influenced surface temperature and transit rider thermal comfort. It should be noted that these efforts were completed with the assistance of Mikhail V. Chester, Journal of Transport & Health in March 2017.

Mr. Christopher Hoehne then briefly reviewed Transit Access Time and Transit Waiting Time across Maricopa County (where Average Walk Time to Transit, and Average Wait Time For Transit were also analyzed). He noted additional project takeaways: historic land use and transportation decisions impact how and where transit agencies operate; riders living in low density environments, with irregular street networks, and limited high capacity roadways were likely to experience longer exposure times while using transit; and identifying areas where relative exposure is higher can help transit operators adjust systems for prolonged periods of extreme heat.

Dr. Fraser then summarized by explaining work that had been completed by the National Science Foundation Infrastructure Management and Extreme Events, where a simulation platform had been created to enhance infrastructure and community resilience to extreme heat events. Specifically, the Urban Activity Heat Simulation (UAHS), Phoenix Metro-Los Angeles Metro Preliminary Sky View Factor (SVF) results, the UAHS model structure flowchart and the Downtown Phoenix UAHS simulation from June 2017. They completed their presentation and thanked the joint committee.

Chair Hash thanked Mr. Christopher Hoehne and Dr. Andrew Fraser for their great presentation and asked if there were further questions or comments from the committees. Mr. Randy Proch inquired about trees' impact on heat and an additional brief discussion occurred regarding walk distance. Hearing no further questions, Chair Hash then proceeded to the next item on the agenda.

5. Active Transportation Plan

Chair Hash then introduced Mr. Jason Stephens of MAG to present the agenda item on the Active Transportation Plan.

Mr. Stephens explained that within the Fiscal Year (FY) 2017 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2016, there was \$325,000 included for updates to the 1999 MAG Pedestrian Plan and 2007 MAG Regional Bikeway

Master Plan. He further noted that the updates would be condensed into one plan, known as the MAG Regional Active Transportation Plan. A Request for Proposals was issued on November 10, 2016, with seven proposals received prior to the December 14, 2016, closing date. A multi-agency evaluation panel consisting of MAG member agencies and MAG staff reviewed the proposals and recommended to MAG the selection of the team led by Toole Design Group. It was anticipated that work will begin in the September/October 2017 time frame.

Mr. Stephens then referred to his presentation and briefly explained the MAG Regional Active Transportation Plan, A Happy, Healthy Region for All, along with examples of many of the reports, studies and policies produced by the region in the past 25 years: the Regional Bikeway Master Plan, Complete Streets Guide, Pedestrian Plan 2000, and the Maricopa County Bikeways Guide 1992, 2001, 2015. He noted that as a part of the MAG Regional Active Transportation Plan data collection efforts, US pedestrian deaths had surged to record levels in 2016, with the most dangerous metro areas for people walking based on PDI in 2016.

He added that within the Happy City and Healthy City for All work, Millennials were considered the generation that ‘Walks the Talk’. He also noted that there was a guidebook for developing pedestrian and bicycle performance measures. He briefly explained other attributes of the Happy, Healthy Region for All: all ages and all abilities, performance based goals and objectives, regional connectivity, corridor identification and evaluation, active transportation toolbox, design guidelines, Urban Bikeway Design Guide, Urban Street Design Guide, and the Core4 Connections Project. He then completed his presentation

Chair Hash thanked Mr. Stephens for his presentation and asked if there were any questions or comments. Ms. Christine McMurdy inquired about protected intersections, with further input from Chair Hash; Mr. Reed Kempton inquired about FTA feedback and the Maricopa County Trip Reduction Program, as well as a clarification from Mr. Greg Davies. Hearing no further questions, Chair Hash then proceeded to the next item on the agenda.

6. Multi-Modal Level Of Service (MMLOS) Study

Chair Hash then introduced Ms. Alice Chen of MAG to present on the Multi-Modal Level Of Service (MMLOS) Study. Ms. Chen referred to her presentation by noting that the Transportation Research Boards’s National Cooperative Highway Research Program (NCHRP) Report 616: Multi-modal Level of Service Analysis for Urban Streets, explored a method for assessing how well an urban street serves the needs of all of its users. The method for evaluating the multi-modal level of service (MMLOS) estimated the auto, bus, bicycle, and pedestrian level of service on an urban street using a combination of readily available data normally gathered by an agency to assess auto and transit level of service.

She explained that the MAG MMLOS study performed the evaluation at nine pilot locations in the MAG region with the intent of gaining greater understanding of how the tool may be utilized to facilitate planning efforts and establish performance metrics for the region. The results of the study provided a greater understanding of the many variables that improve the quality of experiences of all users on the street, however, it underscored the reality that creating an objective metric for non-vehicular travel experience is a complex undertaking.

She then detailed the MAG MMLOS study and the benefits of Complete Streets. The concept of more walkable streets and the myriad of benefits that it conveys was important for the MAG Region. She noted that Phoenix had reached something of a turning point, and that the demand for different types of streets from the traditionally focused types on had increased. There had also been research that complete streets may benefit not just the individuals but also the community in the form of economic development, safety, health, as well as a shift in the Millennials' preferences. She explained that the benefits were vast and wide, both economically and socially beneficial, which was why there were so many roadblocks to implementation. She noted that tradeoffs included: How does one explain to a city council that a lane would be removed from an already congested roadway; and the unknowns: the benefits are not obvious nor easy to communicate. How does one tell the commuter that they now need to add 5-10 minute to their commute time for the bicyclist when their response is, there are no bicyclists on this roadway. She then explained that multimodal evaluations were important, with regional planning like the Active Transportation Plan. The alternative analysis much like what the Region does for the rail planning efforts, performance measures to meet federal standards or for project evaluations, and level of service all historically measured vehicular performance only. She added that if you can't measure it, you can't plan for it. The importance of Regional Planning to Alternatives Analysis to Performance Measures cannot be underestimated.

Ms. Chen then gave an example of a roadway, courtesy of Charlie Gandy from Livable Communities Inc: The goal of this study was make those tradeoffs easier to explain and hopefully to predict/or mitigate some of the unknowns by having a universal and quantifiable method to explain the benefits of the each iteration of improvements. The study was intended to be a "pilot program" to see if the tool would work as intended and if agencies might find it useful not just as an conceptual exercise but also as a real world tool. MAG did follow the planning process as much as possible, with the hopes that agencies participation might have a useful product at the end. The main steps of the study included: key steps, identify study corridors, data collection, perform MMLOS Analysis, current conditions, striping alternative, customized alternative, and findings/next steps. She also explained the High Active Travel Propensity, Attractors and Generators. The first task was identifying study corridors with nine agencies volunteered to be part of the study: Phoenix, Glendale, Avondale, Tempe, Scottsdale, Mesa, Queen Creek, Gilbert and Surprise. The consultant team put together a composite of attractors and generators to develop a latent demand model. Examples of multimodal corridors from currently adopted local planning documents were overlayed with this information with the city's planned corridors improvements to see overlap. The High Quality Multimodal Network features, (canals and existing/planned LRT), plus existing and planned roadways parallel to LRT alignment/network and canals, as well, connecting high quality multimodal features.

Ms. Chen said that nine participating cities within corridors were identified. These were corridors that the agencies saw potential for multimodal improvements and that showed propensity for modal shift. It so happened that the corridors were generally in three categories. Wide high volume: Thomas Road, Scottsdale, Rural Rd. Wide low volume: Gilbert: Gilbert Road, Mesa: Broadway Road, Avondale: McDowell Road, and Narrow low volume: generally the further out from the central city such as Queen Creek: Ellsworth Road, Surprise: NW Grand Avenue, and Glendale: Myrtle Avenue. She then noted that the study process included: Perform MMLOS Analysis for each alternative with two scenarios. One was called the striping alternative, where there was no additional ROW and the second more aggressive scenario assumed that additional ROW was an option.

Ms. Chen then explained that the analysis concluded four major findings from the study. The tool showed where there are opportunities within our existing roadways system to help “balance” the mode without really impairing other modes, namely the automobile: 1) Using McDowell Road in Avondale as an example. Avondale: McDowell Rd, 103rd Ave to 101st Ave. Study Segment Overview: By doing the analysis on the cross section, the tool shows that there were opportunities to improve the level of service for bicyclists and pedestrians with just restriping, and without adversely affecting the automobile level of service. 2.) Limitations: Roadway. The tool was also able to show where there are limitations in the roadway, where there was no currently discernable way to “fit” all modes on an existing roadway or cross section without adversely affecting one mode. Trade offs would need to be made.

3.) Tempe: Rural Rd, Apache Blvd to Spence Ave. Study Segment Overview using Rural Rd in Tempe as an example. This was just south of Rio Salado parkway leading to ASU campus. The existing conditions show that this is a highly utilized roadway for all modes, which showed a vibrant community but also created a lot of conflicts. The only alternative that demonstrated any improvement to bicycle and pedestrian LOS was to create a bus only lane. This created a couple of potential issues: 1) the model actually does not recognize exclusive lanes, so there was a manual adjustment. 2) it’s a new concept not tested in the region so may be a difficult sell. 4.) Limitations: Models. Glendale: Myrtle Ave, 59th Ave to 51st Ave. Using Myrtle Lane in Glendale as an example. There was a narrow street with on street parking and large mature trees. The trees located there were very much appreciated by the neighborhood and cannot be removed. The on street parking was very important to the business community as well. The narrow lane and the on street parking created a lot of conflicts for the bicyclists and the model would not recognize and improvements. Intuitively it seemed like a better biking environment after the improvements or even on a large arterial street like Rural, but the model just would not recognize those attributes at this time.

She then summarized that much data had been collected pertaining to the MMLOS inputs, specifically: right-of-way & geometrics; transit inputs; traffic data; pedestrian and bicycle inputs. The Pedestrian LOS inputs also revealed advantages: It provided a better understanding of quality of travel for all modes; provided both a quantitative and a qualitative analysis of travel conditions; and focused on factors within the public right-of-way, which could be addressed through planning and engineering. The disadvantages were that the MMLOS software had limitations; was hyper sensitive to specific inputs; the formulas were complex and interrelated and the extensive amount of data was required for model inputs.

She explained that the next steps included the Multimodal Travel Assessments. These would be able to measure performance for both existing and future conditions, but sensitive enough to recognize improvements. There would be reasonable data collection requirements, and applicable to corridor studies and community-wide study areas, and performance measures for pedestrian, bicycle and transit, as well as for quality, connectivity and safety. She then reviewed the PEQE roadway segment, level of traffic stress (LTS), bikeshed ratio, and a new connection catchment with different scenarios of accessibility to dwelling units and jobs. She completed her presentation.

Chair Hash thanked Ms. Chen for her presentation and asked if there were further questions or comments regarding the agenda item. Ms. Susan Conklu inquired about existing conditions applications, however Ms. Chen replied that the model was not sensitive enough for that level of detail.

Further discussion followed. Mr. Reed Kempton commented on the level of traffic stress for 35mph roadway; Mr. Lucero inquired about the pedestrian counters and Mr. Stephens replied that the bike counter program would see an increase in maintenance funding in FY18 in order to assist regional partners with the ability to use the counters upon request. Mr. Joe Perez commented about the bike-ped surveys and other comments were made regarding performance measures. Ms. Christine McMurdy commented on the importance of the future Proposition 500 and its components and values, as well as the need for both committees to work together and possibly meet every six months to engage in planning for the next RTP.

Chair Hash thanked the members and hearing no further questions, he proceeded to the next item on the agenda.

7. Request for Future Agenda Items

Chair Hash asked the members of both committees if there were any issues or topics that they would like added as future agenda items. Hearing no further comments, Chair Hash proceeded to the next item on the agenda.

8. Next Meeting Date

Chair Hash thanked all of those in attendance for the first joint meeting and announced that the next scheduled committee meetings were as follows:

The next regular Bicycle and Pedestrian Committee meeting was scheduled for Tuesday, July 18, 2017, at 1:00 p.m. in the MAG Office, Ironwood Room.

The next regular Transit Committee meeting was scheduled for Tuesday, July 18, 2017, at 2:00 p.m. in the MAG Office, Saguaro Room.

There being no further business, Chair Hash adjourned the meeting at 2:39 p.m.